11-6-9: INFRASTRUCTURE STANDARDS:

A.Fire Protection Standards:

1. All development, including a single-family dwelling on an individual lot or parcel, that does not have year round access or is located within the wildland fire urban interface zone may be subject to the following fire protection measures as required by the respective fire district and/or fire warden:

a. Connection to a community or private water system, well or spring with a minimum five thousand (5,000) gallon water storage tank, pond, or other accessible water body with a dry hydrant.

b. Defensible space around each dwelling.

c. Noncombustible roofing materials.

d. Internal fire sprinkler systems.

(1) All applicants for new development shall, at the time of application, acknowledge that they have reviewed the "Summit County Living With Fire" information pamphlet and consulted the building department, insurance companies, builders and fire districts/fire warden regarding fire protection. (Ord. 641, 8-16-2006)

B.Wildfire Hazard Guidelines:

1. All proposed developments within the AG-100 and AG-160 zone districts shall be analyzed and rated on its wildfire risk using the fire hazard severity scale developed by the state, division of state lands and forestry. A development shall be rated based on the following criteria. The composite score will categorize the hazard level of the proposed development as moderate, high, or extreme. This rating, based on the following, shall be submitted to the county as part of any sketch plan:

a. Slope of the site on which the development is proposed;

b. Aspect, or the general direction in which the surface of the ground faces;

c. Response time of the responsible fire agency as measured in minutes;

d. Vegetation density to measure the fuel loading of the area; and

e. Type of vegetation to identify rates of spread, resistance to control and other factors.

2. Hazardous fuels in the form of native vegetation will be cleared around structures and around the perimeter of subdivisions where appropriate to assist in wildfire prevention. Fuel breaks are not intended as complete vegetation removal; but rather, they

shall serve as a change in fuel continuity, type of fuel, and degree of flammability of fuel in a strategically located area to reduce or hinder the rate of fire spread. The amount of vegetation to be removed/left within a fuel break area shall be recommended by the appropriate fire district. Fuel breaks around residential dwelling units shall be in place before the issuance of a certificate of occupancy.

3. Fuel break clearing limits shall be as follows:

Type	Moderate	High	Extreme
Structures	30 feet	50 feet	75 feet
Development perimeter	None	75 feet	100 feet

4. As part of a recorded plat for a subdivision in the AG-100 and AG-160 zone districts, fuel break easements shall be identified and a note shall be placed on the plat stating the following:

The fuel break easement is granted for the benefit of the Utah state area forester. Fuel breaks shall be maintained by the landowner or homeowners' association. Failure of the landowner to maintain the fuel break shall cause the area forester to cause the maintenance of the fuel break and charge the landowner for costs incurred.

C. Road Standards: Public and private roads in subdivisions shall meet the following minimum right of way, surface and shoulder width standards. Road surfaces shall be capable of providing all weather, year around access as approved by the appropriate fire district and the county.

1. Width Of Surface:

	Design Volume						
Design Speed	<<25	25-250	251-699	700-999	1000-2499	2500-5000	5000+
20 mph	14	16	20	22	22	24	24
30 mph	16	18	20	22	22	24	24
40 mph	18	20	22	22	22	24	24
50 mph	-	20	22	22	24	24	24+

Roads designed to carry a large traffic volume per day at higher speeds maybe required to be wider than described. This will be based on a determination of the specific design volume, speed, terrain and other characteristics to be calculated at

the time of development application. Public roads, to be owned and maintained by the county, shall be a minimum of twenty four feet (24') of paved surface width.

2. Width Of Shoulder:

	Design Volume						
		25-	251-	700-	1000-	2500-	
Design Speed	<<25	250	699	999	2499	5000	5000+
All speeds	1'	1'	2'	2'	2'	2'	2'
	to	to	to	to	to	to	to
	2'	4'	4'	4'	6'	6'	8'

Shoulders may be required to be compacted road base, asphalt or other suitable hard surface, or a combination thereof.

3. Width Of Right Of Way: The minimum right of way width for a public road shall be sixty feet (60'). The requirements may increase as the paved surface width increases due to traffic volumes, as describe above. The minimum right of way for private roads shall be double the driving surface of the road.

D. Road Grades: The maximum road grade of an arterial road shall be eight percent (8%). On all other roads, a grade of less than eight percent (8%) is encouraged and preferred. However, road grades in excess of eight percent (8%), up to a maximum of ten percent (10%), may be allowed for short distances when, in the opinion of the county, it is in the best interest of preserving the natural environment and when approved by the appropriate fire district. Short distances shall not exceed five hundred feet (500') within any one thousand foot (1,000') segment.

E. Intersections: The road grade at an intersection shall not exceed four percent (4%) for a minimum distance of one hundred feet (100') on each leg of the intersection, and flatter grades are desired.

F. Turnaround/Cul-De-Sacs: Cul-de-sacs will be a maximum of one thousand three hundred feet (1,300') in length for developments with a moderate fire hazard rating, nine hundred feet (900') in high fire hazard rated areas, and five hundred feet (500') in areas of extreme fire hazard. No cul-de-sac shall have a driving surface width of less than twenty feet (20'), and twenty four feet (24') from public roads. All cul-de-sacs shall have a turnaround of not less than sixty feet (60') in diameter, or as otherwise approved by the fire district, and ninety feet (90') from public roads. All cul-de-sacs must have a sign indicating that the road is a "dead end" road, to be located within one hundred feet (100') of the outlet.

G. Bridges And Culverts: Bridges and culverts on public roads shall be designed to support an HS-20 highway loading requirement.

Permanent culverts will be installed at all intermittent and perennial stream crossings. Specifications for bridges, culverts and other stream crossings shall take into account at least the 100-year frequency storm for bridges and the 25-year frequency storm for culverts.

H. Driveway Access: The maximum grade of a driveway shall not exceed ten percent (10%). Twelve percent (12%) grades may be allowed for up, to but not to exceed, two hundred fifty (250) linear feet. The minimum width of a driveway shall be twelve feet (12').

I. Water Storage For Firefighting Purposes: New development shall be required to meet the minimum water storage requirements for firefighting purposes as established by the appropriate fire district.

J. Revised Standards Applicable: Development is subject to revised general engineering standards and ordinances which are in effect at the time the application is submitted for review and approval by the county. (Ord. 278, 5-6-1996; amd. Ord. 641, 8-16-2006)